AMENDMENTS TO THE SPECIFICATION

Please insert the following headings and paragraph at page 1, after the title:

Priority Claim

This is a 35 U.S.C. §371 National Stage of International Application No. PCT/EP2004/000376, filed on January 20, 2004. Priority is claimed on that application and on the following application:

Country: Germany, Application No. 103 02 263.5, Filed: January 22, 2003.

Background of the Invention

Please replace the paragraph beginning at page 1, lines 3-4, with the following rewritten paragraph:

The invention concerns a method for the closed-loop speed control of an internal combustion engine ~~in accordance with the introductory clause of Claim 1~~.

Please insert the following heading at page 2, between lines 12-13:

Summary of the Invention

Please delete the paragraph beginning at page 2, lines 16-17.

Please insert the following heading at page 3, between lines 19-20:

Brief Description of the Drawings

Please insert the following heading at page 4, between lines 5-6:

Detailed Description of the Invention

Please replace the paragraph at page 5, lines 7-23, with the following rewritten paragraph:

Figure 2 shows a prior-art closed-loop speed control system. The input variables of the closed-loop control system are the reference input, which corresponds to a set speed, and another

input variable E. The input variable E is explained in ~~connections~~ connection with Figures 3 and 4. The output variable of the closed-loop speed control system, i.e., the controlled variable, corresponds to the raw actual speed nM(IST). This is converted by a first filter 12 to a first filtered actual speed nM1(IST). Hereinafter, this will be referred to as the first actual speed nM1(IST). The first filter 12 is arranged in the feedback path of the closed-loop speed control system. It is usually designed as a one-revolution or two-revolution filter. In the case of a two-revolution filter, the speed impulses of the crankshaft are detected over one operating cycle, i.e., 720°. The set speed nM(SL) and the first actual speed nM1(IST) are compared at a comparison point A. The resulting first control deviation dR1 is converted to a first set injection quantity qV0 by a speed controller 10. The first set injection quantity qV0 and the other input variable E are compared by a minimum value selector 11. The output variable of the minimum value selector 11 corresponds to a second set injection quantity qV. This corresponds either to the value qV0 or the input variable E. The second set injection quantity qV is supplied as an input variable to the controlled system, in this case the internal combustion engine 1. The closed-loop control system is thus closed.

Please replace the paragraph at page 7, line 18 to page 8, line 5, with the following rewritten paragraph:

Figure 4 shows a second embodiment of the invention as a functional block diagram. This embodiment differs from the embodiment shown in Figure 3 by the addition of a second filter 17. This filter 17 computes a second filtered actual speed nM2(IST) from the unfiltered actual speed nM(IST). Hereinafter, this will be referred to as the second actual speed. The second actual speed nM2(IST) is compared with the set speed nM(SL) at a point C. A second control deviation dR2 is computed in this way. The second control deviation dR2 is the input variable for the comparator 15. The second actual speed nM2(IST) is the input variable for the second characteristic curve 14. The second filter 17 detects a smaller crankshaft angle than the first filter 12. For example, the second filter detects an angle of 90°. A shorter reaction time to speed changes of the unfiltered actual speed nM(IST) is achieved in this way. The system otherwise works as described in connection with Figure 3.

Please insert the following new paragraph at page 11, after line 18:

Although the present invention has been described in relation to particular embodiments thereof, many other variations and modifications and other uses will become apparent to those skilled in the art. It is preferred, therefore, that the present invention be limited not by the specific disclosure herein, but only by the appended claims.

Please delete page 12 in its entirety.